

**SUMMARY:** The National Park Service (NPS) and the Federal Aviation Administration (FAA), as required by the National Parks Air Tour Management Act of 2000, established the National Parks Overflights Advisory Group (NPOAG) in March 2001. The NPOAG was formed to provide continuing advice and counsel with respect to commercial air tour operations over and near national parks. On October 10, 2003, the Administrator signed Order No. 1110-138 establishing the NPOAG as an aviation rulemaking committee (ARC). This notice informs the public of a vacancy on the NPOAG ARC for a member representing air tour operator interests and invites interested persons to apply to fill the vacancy.

**FOR FURTHER INFORMATION CONTACT:** Barry Brayer, Executive Resource Staff, Western Pacific Region Headquarters, 15000 Aviation Blvd., Hawthorne, CA 90250, telephone: (310) 725-3800, Email: [Barry.Brayer@faa.gov](mailto:Barry.Brayer@faa.gov), or Karen Trevino, National Park Service, Natural Sounds Program, 1201 Oakridge Dr., Suite 350, Ft. Collins, CO, 80525, telephone (970) 225-3563, or [Karen\\_Trevino@nps.gov](mailto:Karen_Trevino@nps.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

The National Parks Air Tour Management Act of 2000 (the Act) was enacted on April 5, 2000, as Public Law 106-181. The Act required the establishment of the advisory group within 1 year after its enactment. The NPOAG was established in March 2001. The advisory group is comprised of a balanced group of representatives of general aviation, commercial air tour operations, environmental concerns, and Native American tribes. The Administrator and the Director (or their designees) serve as ex officio members of the group. Representatives of the Administrator and Director serve alternating 1-year terms as chairman of the advisory group.

By Order No. 1110-138, October 10, 2003, the NPOAG became an aviation rulemaking committee (ARC).

The NPOAG ARC provides "advice, information, and recommendations to the Administrator and the Director—

(1) On the implementation of this title [the Act] and the amendments made by this title;

(2) On commonly accepted quiet aircraft technology for use in commercial air tour operations over a national park or tribal lands, which will receive preferential treatment in a given air tour management plan;

(3) On other measures that might be taken to accommodate the interests of visitors to national parks; and

(4) At the request of the Administrator and the Director, safety, environmental, and other issues related to commercial air tour operations over a national park or tribal lands."

Members of the NPOAG ARC may be allowed certain travel expenses as authorized by section 5703 of title 5, United States Code, for intermittent Government Service.

The current NPOAG ARC is made up of three members representing the air tour industry, four members representing environmental interests, and two members representing Native American interests. The current members of the NPOAG ARC are Heidi Williams (general aviation), Richard Larew and Alan Stephen (commercial air tour operations), Chip Dennerlein, Charles Maynard, Steve Bosak, and Susan Gunn (environmental interests), and Germaine White and Richard Deertrack (Indian tribes).

#### Public Participation in the NPOAG ARC

In order to maintain the balanced representation of the group, the FAA and the NPS invite persons interested in serving on the NPOAG ARC to represent air tour operator interests to contact either of the persons listed in **FOR FURTHER INFORMATION CONTACT**. Requests to serve on the NPOAG ARC should be made in writing and postmarked on or before April 12, 2004. The request should indicate whether or not you are an air tour operator, member of an association representing this interest group, or have another affiliation with air tour operations over national parks. The request should also state what expertise you would bring to air tour operator interests while serving on the NPOAG. The term of service for NPOAG members is 3 years.

Issued in Washington, DC on March 4, 2004.

**John M. Allen,**

*Acting Director Flight Standards Service.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### RTCA Special Committee 193/ EUROCAE Working Group 44: Terrain and Airport Databases

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of RTCA Special Committee 193/EUROCAE Working Group 44 meeting.

**SUMMARY:** The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 193/EUROCAE Working Group 44: Terrain and Airport Databases.

**DATES:** The meeting will be held March 29–April 2, 2004 from 9 a.m.–5 p.m.

**ADDRESSES:** The meeting will be held at Instituto Superior Tecnico (IST), Lisbon, Spain.

**FOR FURTHER INFORMATION CONTACT:** (1) RTCA Secretariat, 1828 L Street, NW., Suite 805, Washington, DC 20036; telephone (202) 833-9339; fax (202) 833-9434; Web site <http://www.rtca.org>.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 193/EUROCAE Working Group 44 meeting. The agenda will include:

- *March 29:*
  - Opening Plenary Session (Welcome and Introductory Remarks, Review/ Approval of Meeting Agenda, Review Summary of Previous Meeting)
  - Subgroup 4 (Data Exchange Format)
  - Resolution of Action Items
  - Presentations
  - Resolve Final Review and Comments (FRAC) on draft document, *Interchange Standards for Terrain, Obstacle, and Aerodrome Mapping Data*
  - Resolution of comments
- *March 30:*
  - Subgroup 4 (Continue previous day activities)
  - Final Review and Comments (FRAC)
  - Continued Resolution of comments
- *March 31:*
  - Subgroup 4 (Continue previous day activities)
  - Final Review and Comments (FRAC)
- *April 1:*
  - Subgroup 4 (Continue previous day activities)
  - Final Review and Comments (FRAC)
- *April 2:*
  - Closing Plenary Session (Summary of Subgroup 4, Assign Tasks, Other Business, Date and Place of Next Meeting, Adjourn)

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION**

**CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on March 2, 2004.

**Robert Zoldos,**

*FAA System Engineer, RTCA Advisory Committee.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### RTCA Special Committee 186: Automatic Dependent Surveillance— Broadcast (ADS-B)

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of RTCA Special Committee 186 meeting.

**SUMMARY:** The FAS is issuing this notice to advise the public of a meeting of RTCA Special Committee 186: Automatic Dependent Surveillance—Broadcast (ADS-B).

**DATES:** The meeting will be held April 5-9, 2004, starting at 9 a.m. (unless stated otherwise).

**ADDRESSES:** The meeting will be held at RTCA, Inc., 1828 L Street, NW., Suite 805, Washington, DC 20036.

**FOR FURTHER INFORMATION CONTACT:** RTCA Secretariat, 1828 L Street, NW., Suite 805, Washington, DC 20036; telephone (202) 833-9339; fax (202) 833-9434; Web site <http://www.rtca.org>.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 186 meeting. *Note: Specific working group sessions will be held on April 5, 6, 7, 8, & 9.* The plenary agenda will include:

- April 8-9:
  - Opening Plenary Session (Chairman's Introductory Remarks, Review of Meeting Agenda, Review/Approval of Previous Meeting Summary)
  - SC-186 Activity Reports
  - WG-1, Operations and Implementation
    - WG-2, Traffic Information Service—Broadcast (TIS-B)
    - WG-3, 1090 MHz Minimum Operational Performance Standard (MOPS)
    - WG-4, Application Technical Requirements
    - WG-5, Universal Access Transceiver (UAT) MOPS

- WG-6, Automatic Dependent Surveillance—Broadcast (ADS-B) Minimum Aviation System Performance Standards (MASPS)

- Review Status—Requirements Focus Group

- EUROCAE WG-51 Activity Report
- Briefing—Australian ADS-B air-ground

- Review/Approval Revised DO-282, Minimum Operational Performance Standards for Universal Access Transceiver (UAT) Automatic Dependent Surveillance—Broadcast, RTCA Paper No. 031-04/SC186-217.

- Review/Approve Change 1 to DO-260A, Minimum Operational Performance Standards for 1090 MHz Automatic Dependent Surveillance—Broadcast (ADS-B) and Traffic Information Services (TIS-B), RTCA Paper No. 032-04/SC186-218.

- Closing Plenary Session (Date, Place and Time of Next Meeting, Other Business, Review Actions Items/Work Program, Adjourn)

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on March 2, 2004.

**Robert Zoldos,**

*FAA System Engineer, RTCA Advisory Committee.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Notice To Rescind a Notice of Intent To Prepare a Supplemental Draft Environmental Impact Statement (SDEIS): Pulaski County, AK

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Rescind notice of intent to prepare a SDEIS.

**SUMMARY:** The FHWA is issuing this notice to advise the public that the Notice of Intent published on February 18, 1999, to prepare a Supplemental Draft Environmental Impact Statement (SDEIS) for a proposed highway project in Pulaski County, Arkansas, is being rescinded.

#### FOR FURTHER INFORMATION CONTACT:

Randal J. Looney, Environmental Specialist, Federal Highway Administration, Arkansas Division, 700 West Capitol Avenue, Room 3130, Little Rock, Arkansas, 72201-3298, Telephone: (501) 324-6430.

#### SUPPLEMENTARY INFORMATION:

##### Background

The FHWA, in cooperation with the Arkansas Highway and Transportation Department, is rescinding the notice of intent to prepare a Supplemental Draft Environmental Impact Statement (SDEIS) on a proposal to construct the North Belt Freeway, a four-lane, divided, fully controlled access facility located on new alignment in northern Pulaski County.

In 1994, a Final Environmental Impact Statement (FEIS) and a Record of Decision (ROD) identified a selected alignment (1A). However, a portion of this alignment was not compatible with the City of Sherwood's Master Street Plan, and the project was not included in the Transportation Improvement Program (TIP) developed by Metroplan, the responsible Metropolitan Planning Organization (MPO). On February 18, 1999, FHWA published a NOI to prepare a SDEIS as part of the development process for the construction of this proposed freeway project.

The proposed project will primarily serve central Arkansas including Little Rock, North Little Rock, Sherwood, Jacksonville, and northern Pulaski County, Arkansas. The SDEIS was to have addressed a new alignment alternative (1B) proposed by the City of Sherwood and three previously studied alternatives located between the Highway 107/Brockington Road interchange and the eastern boundary of Camp Robinson near Maryland Avenue and Batesville Pike. The three previously studied alternatives were evaluated in the project's Draft EIS in 1991 and in the project's Final EIS in 1994.

The SDEIS was to focus on a limited study area between Batesville Pike and Brockington Road in northern Pulaski County, since this is the portion of the proposed corridor where several alternative alignments were still being considered. The remaining portions of the selected and approved North Belt Freeway alignment to the east toward Highway 67 and to the west through Camp Robinson ending at the I-40/I-430 interchange were to be reviewed only to a level necessary to document if any substantial changes have taken place since the completion and approval of the project's FEIS and ROD.